

LOG OF THE
SCHOONER
CORAL

GOOD SHIP HELL'S BELLS.

Tell her at Twilight
Some of these daeps.

Old Dartmouth
Historical Society

WHALING
MUSEUM
LIBRARY

NBW 1421 v.1

GIFT OF

Mrs. George Gale

1995.9

28 horse
4 cyl. 4 cycle Lathrop.

Log of Schooner "Coral"

Newport.

Length 54 $\frac{7}{10}$ feet

Beam 19 $\frac{5}{10}$ " Built at Port Jefferson.

Depth 5 $\frac{5}{10}$

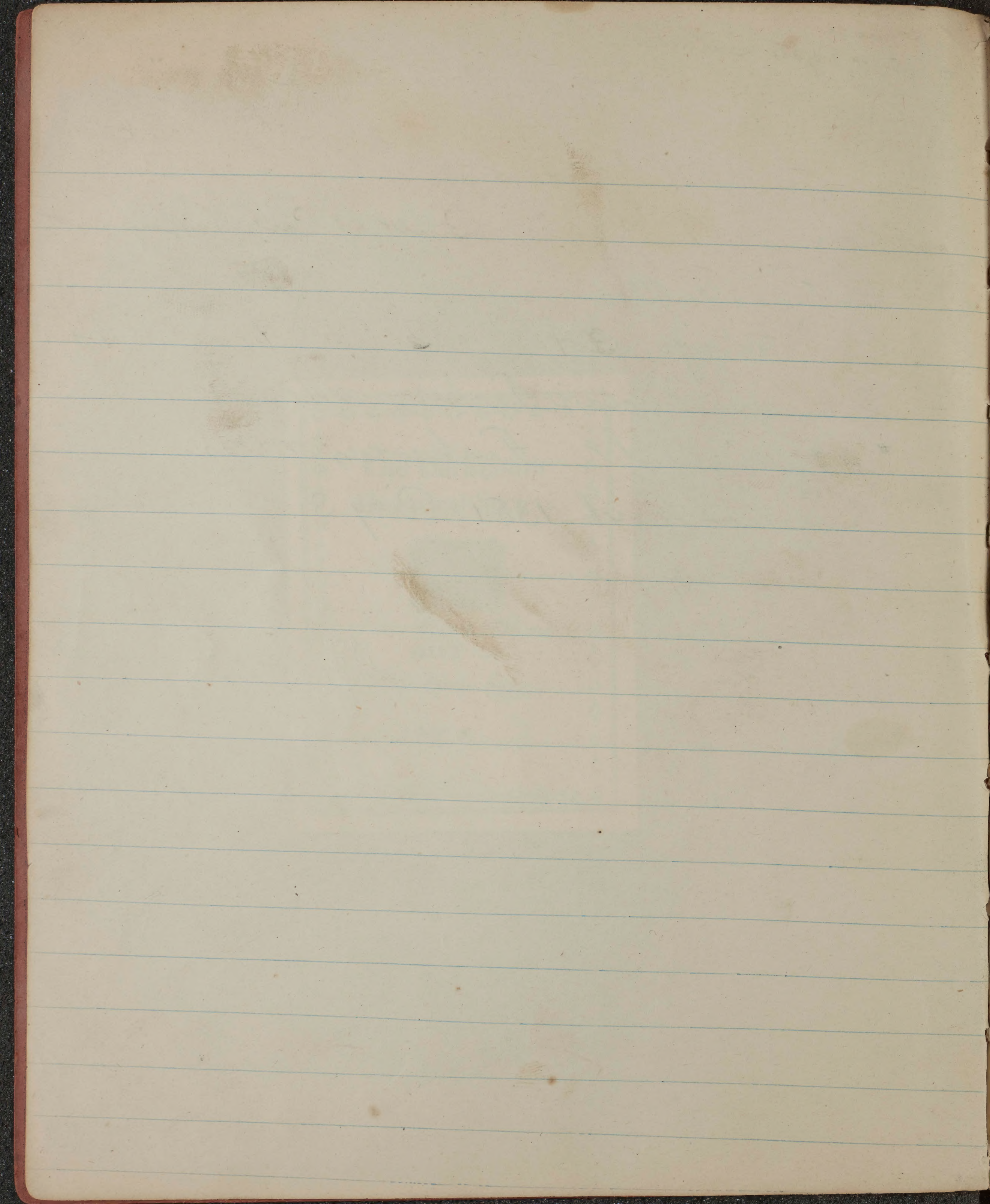
Gross tonnage 34 Built 1878. Rebuilt 1905

Claude Sinclair Tucker, Master.

82 Middle St. Fairhaven, Mass

Del Henry Gifford 1381 Ring 3.

1950
1878
72



Tues.

June 26, 1923.

9 A.M. joined the coasting schooner "Coral"
at Standard Oil dock in ~~Fairhaven~~ ^{New Bedford}, Mass.

Loading drums of gasoline for Mantucket.

Finished loading and at 3 P.M. hauled
ship to ~~New Bedford~~ ^{Fairhaven} side, mooring along-
side fishing schooner Ada C. Shull.

The bark Charles W. Morgan is lying on
the end of the dock. Ex-whaler Canis
- schooner - fitting out for down east coasting.

7 P.M. - N.W. Thunder squall blew up
against S.W. wind, we stuck out extra lines &
fenders. raining hard & blowing harder.

Dawn good start for a summer's cruise.
Glass falling steadily all day.

Wed.

June 27, 1923.

Fine clear morning, wind N.W. and pretty squally. Glass still going down. We are ~~still~~ still lying alongside Union Wharf.

Put in a new sheet iron floor piece under stove in forecabin and cut knuckle of 2nd finger (right hand) half off. Wind still howling N.W. but clear & fine.

Bought a humpback toggle iron for 6 bits and a lance head for 2 bits from blacksmith on Union Wharf. Blacksmith's name is Ed. Cole. Good egg.

Thurs.

June 28. 1923

Turned out 4.30 a.m. Got sail on her
and sailed 5 a.m. - Passed through
Wood's Hole 8 a.m. Mastrest tide rip
Sever saw. Got west ^{Chop} abeam 8.40
a.m. Wind light - SW - hicker
going. Hedgefence L.V. abeam 9.15 -
she is red ship - 2 white lights - FENCE painted
on her side. Cross-Rip L.V. abeam to
port 10.40 Tuckerneck shoal bell buoy
abeam 11.30 Went thru the fetters &
alongside 1 P.M. at J. Killen & Co's wharf.
Rigged gear for discharging. Went
ashore & bought oilskins. Finished discharging
& cleared up & coiled down gear 5 P.M. ready for
sea. Lying across the harbor is the old
coal schooner Allen Gurney of Calais, now
fitted up as a tea house, the name "the skipper"
painted in gilt on her quarters. She is a
lounge lizard's hangout.

Fri.

June 29 1923.

Turned out 7 a.m. We are lying here till fog lifts so we can make Mattapoisett for wood. Fog has lifted some since dinner but glass is low & wind hauling N.W.

Cleared at sunset but wind has boxed the compass today. Ada C. Shull Capt Bill Shroeder, came in toward sundown.

Sat.

June 30 1923.

Head wind & tide. Rain squalls and wind N.E. cold & raw. Went aboard fishing sloop Priscilla II & met Howard Chase, who was quartermaster with me in the old Hawaiian. Had quite a game with him.

Chopped some wood for the galley stove and incidentally my left thumb & fore finger.

Lighter - Louise Perry came in with gas and beached between us and the dock. As I was pulling off the dock I got a dozen splinters in my left hand. Reckon we

will sail this afternoon for Mattapoisett.

1 P.M. sailed from Nantucket with head tide. closehauled on stbd. tack wind N.E.

Cross-rip L.V. abeam 3.25 P.M. Cross-rip is black hull single sticker. we are making for Hedgefence now. Weather clear & good seeing.

Course N.W x W from Cross-rip to Hedgefence. & west-chop L.L. on Cape Pogue. Hedgefence

abeam 4.35 mastheads of Port Hunter to stbd.

4.55 Vanguard Harer in port beam 4.55 P.M.

Went through Wood's Hole 5.30 past the bones of 3 m. sch. Moama, the schooner that Capt. Tucker shipped in for St. Johns. N.B.

She dragged in the ice & went ashore here 2 winters ago. Got alongside in Mattapoisett

7.45 P.M. Drew 5 dollars & went ashore.

Very pretty town - old fashioned. Used to be a whaling port long time ago.

Sun.

July 1 St. 1923.

Fine & clear. no work today so I washed clothes & scrubbed the cabin floor & wiped off the paint work. 45' power yacht Cintroa tied up alongside today. This evening a man on the dock was talking to me, and he was an old whaler who had sailed in the Sunbeam 2 voyages and in a British East Indiaman, coasting schooners and a pilot boat. He sure knew ships and the sea. Sounded this day.

mon. July 2 1923.

Filled the scuttle butt first thing. Capt. is still ashore. Capt. came aboard 8:30 & we started to load. A big truck went through the dock & capsized her load: right hind wheel caved in the dock. Standard oil tank hauled her out with a tackle. Knocked off loading 7:30 P.M. & went ashore.

Tues.

July 3rd. 1923.

Started loading 8.30 A.M. - Carting the slabs with horses this time. quite a hole in the dock where the truck went through.

Weather is cloudy & dull, but the glass is steady. 10.30 A.M. started to rain. got 2 loads of slabs aboard by noon, when the ~~of~~ rain fell heavy until about 3 P.M. Capt. went home at 5 P.M. & I am going on the 5.45

Thurs.

July 5th 1923.

Got aboard 10 A.M. after chasing trains & cars since 6 A.M. Hot dog.

Turned to & loaded slabs again.

Knocked off 3 P.M. no more slabs until tomorrow. we are quite deep now.

They are carting our slabs by ox team now.

July 6 '923

Fri. 8 a.m. the first & last load has just arrived. Took the yoke of steers just 7 min to walk the length of the wharf.

Finished loading 9.30 a.m. Rain & fog shut in, so we are stuck here today. Tide makes fair through Wood's Hole tomorrow around noon, so we may sail tomorrow forenoon.

5. P.M. cleared off & sun is shining, but glass still falling. Maybe - we sail tomorrow.

Went to the movies after show. The movie theatre is also the village dance hall, town meeting house and everything. There was a picture of a rodeo in El Paso, Texas which was a corker. Every rider got piled and the bull-doggers got stepped on & dragged. Nobody was able to stay.

Sat.

July 7, 1923.

Day breaks fine & clear, wind moderate N.W. are waiting for tide to make fair in Wood's Hole.

9.15 Got sail on her & cast

off the lines.

N.W. wind fair on port

quarter. under three covers. She is loaded

by the head, and steers hard, helm hard

up and relieve two or three spokes. 11.25

we hit something with the propeller & sounded like it knocked the whole stern out of her.

made through the hole at 11.40 hauled up on the wind a good pull. The Anacostia

beat us into the hole. 12 M. the Anacostia

overhauled us as we left Wood's Hole at anchor.

12.45 passed Bluenose 3 M. schooner Frederick

H. bound in closehauled on stbd tack.

1.10 Hedge fence on lee beam. 4 M. schooner

coming down on us. 1.20 she passed to leeward

too far off for a shot. we are rolling a little.

Sat.

2.30 Cross-Rip on Abol Ham to leeward.

Heavy chop running, ship rolling & pitching some. - course E.S.E & rap full.

She is lively & steers rather wild.

Big schooner yacht coming up astern, overhauling us hand over fist. Tucker's shoal bell buoy abeam 2.20

Made fast alongside the coal barge "Ray" with a check line out aft. at 5 P.M. & found a lobster pot line & buoy wound round the wheel. That's the damn thing we hooked the other side of Wood's Hole. Nice job to untangle that mess when we discharge. Shifted alongside the dock 5.30, astern of the Louis Perry, & started discharging.

The Guinevere was anchored just inside the pities as we came in.

July 8 1923.

Sun. Turned out 6 a.m. to work cargo on the high tide. Sky is cloudy & wind N.E. cold and raw. 9 o'clock the sky cleared off some & sun came out. Knocked off work.

11.15 a.m. to get dinner ready. Hove all the deckload off her & the starboard side of the after hatch discharged. Sure is tough work.

After supper went aboard the motor cruiser Kopeck II lying in the harbor. & the owner's son threw to a real Boston cocktail. Hot day! So ends this day.

Mon. July 9 1923.

Started working the main hatch, port side 7 a.m. & discharged two tiers in one hour.

Fast work, if anyone should slide down a backstay & ask you. Peckow we ought to finish the hold today. 10.30 a.m. finished.

Mon.

9

discharging & hauled over to the oil dock
for empty drums. Swept about 2
bushel of back off the deck. 1 P.M.
started loading empties & the skipper smashed
his finger between 2 barrel heads. Worst
smash I've seen in some time, so we
knocked off with empties & moved the galley
stove & gear into the forecabin. We sat for-
ward now, & have lots more room aft.

Howard Chase was aboard most all
day, talking over old times aboard the old
Hawaiian. For Hopkins of the Hopewell
was aboard after supper & we all took a run
ashore. So ends this day.

Tues.

July 10. 1923.

Turned in last night with a sore eye
& turned out this morning with a puffed

eye. The crew of this vessel is sure all
banged up. Painted out the after bunk & the
locker & caulked the centerboard trunk where
it has been sweating. Cloudy sky & raw
weather. Wind S.W. squally & dirty chop.

A small bi-plane flew over this noon
and landed off Miller's dock, stayed
a few minutes & flew away, dragging his
hull in the water. The motor fisherman
Adjo Grace, west Sayville, near Fire Island
came alongside 1.30 for gas. Two man crew
& hard looking rosters. 6.30 P.M. the

Eleanor May just got in with 14000 lb. of
fish from Great Round Shoal. Some day's haul.

Went ashore tonight & saw the stone monu-
ments formerly used to adjust the compasses
of the old whales sailing out of the
port of Nantucket. So ends this day.

Wed.

July 11, 1923.

Loaded the rest of our empties & sailed 8.0
A. M. Wind N.E. course NN x N from further.

Sheets well off, under all sail. Cross-rip on

the beam 10.10

~~Found~~ three master on

weather bow bound west. may get a shot at her.

Norton Shoal can buoy on lee beam. 10.37
black. #11

~~to~~ Choked off the kicker 10.40 & let her
shack along under sail alone. wind is
light but she is doing fairly well.

11.35 we ranged up alongside Hedge Lane
L.V. & gave the skipper a new Bedford paper

I got a picture but guess it's no good.

Passed through Woods Hole 1.20. Got along

side at Standard Oil dock 3.30 & dis-

charged empties, hauled over to Fairhaven

& tied up 6.15. we passed the Shull off

Fort Rodman, Bound out for Nantucket.

The tender loved Cross-rip in just as we
tied up.

Thurs.

July 12, 1823

Fine day, wind S.W. I scraped down the main mast today & slushed her down. Nice nasty job, but the mast looks fine now.

Fri.

July 13

Hauled over to Standard Oil & load 59. m. Friday 13th is a bad combination for me as a rule. Well see how she turns out. The whaling schooner William A. Graber is tied up the other side of the wharf, full of oil & can't sell it. Got hurt on left shin while rolling a barrel up an incline, the barrel hit the top & canted up the skid the end hitting my leg. So far so good. Finished loading at noon.

Hauled over to Union Wharf 1.30 & got all fast 2.00 P.M. 5.30 Bill Shraeder came in with the Shull & tied up at the Standard Oil. Went to New Bedford & took in a shower after dinner. So ends this day.

Sat.

July 14, 1923.

Cloudy & dull. wind S.W. & looks like rain.
8 a.m. fog shutting in thick. Bleared off
around 9 & we strapped the cat fall on
the port anchor, hove it on the dock, &
chipped and red-leaded the anchor &
a couple fathoms of chain. Knocked off
at noon for the day. Went over to New
Bedford after dinner to buy clothes.
Am broke again, as usual.

Sun.

July 15, 1923

Foggy this morning. washed clothes.
Painted a water color of the Claudia & Pom-
ance, a whaler & an ex-packet. The Pom-
ance is sister to Esperanto, and run
niggers from the Cape de Verdes, also run
The revenue cutter caught her with the

run - and now she isn't running. The schooner Claudia is stowed down, as the owners can get only four bits a gallon for sperm oil, so are holding it for a better market later on. 7 P.M. Shut in thick again. Hope the weather clears so we can sail in the morning.

Mon. July 16, 1923.

Thick as mud and raining a little.

Wind S.W. Early afternoon a black cloud drove down from N.W. but no rain came.

Cleared up this evening around sundown.

Tues. July 17, 1923

Turned out 5.30. weather very thick, but sun burned fog away 6.30. Am waiting for the skipper to come aboard. He came on board 7 a.m. we cast off lines & got away

from the dock 7.10 & got sail on her, all four
lovers. I kept the wheel till 9 a.m.

wind N. & fair on port beam. The Sankaty is
just passing to Starboard bound in for the Hole.

9.05 9.15 Just passed the Hopewell II on port
side, coming out of the Hole, bound north.

Made through the Hole 9.30 a.m. Tide
fair but mean steering. Just 9.30 as we pass-
ed Nahska Point Light house to port.

9.50 Passed northbound two masted, deep water
chooner under all sail, close hauled on Star-
board. She passed some distance to leeward
so I couldn't make out her name or port of
hail. Hedgepence L.V. appears to leeward

10.23 a.m. Breeze quite fresh. Shut off
engine 11.20

Passed Cross rip 11.30 There is
a two mast Relief ship on the station as the other
vessel is in New Bedford for repairs.

12.15 Passed Duckmuck Bell.

went through the jetties 1.20 P.M. Sat along-
side 2 P.M. Started discharging 2.55 finished
3 P.M. Good day's work. Eleanor May
lies alongside us. One of her crew had a kid
brother drowned last week. He came on
board the Eleanor May just after her ar-
ival from N.Y. looking for his big brother
who had gone ashore. Big Olaf told him
that his brother was ashore, and he heard
the youngsters go forward on deck. Late
that night his parents started a search
& found him under the sloop's bows
late the next day, having grappled him
up with a gang tawb. She will not
go out again this week, as the skipper &
crew feel so bad about the accident.

The boy was drowned Friday 5 P.M. & his
body recovered Sat. afternoon. He was
buried today.

Wed.

July 18 1923.

The skipper painted the mastheads today & I painted the black bulwarks and name, bows & transom.

Thurs.

July 19 1923

Tarred down the masthead eyes, and red-lead the fore shrouds. another dirty job done. painted the white on boom & gaff jaws & ends. I chipped & red-lead the iron work of the windlass.

Saw Clarence Dow this morning. he is in a sloop yacht, the Cock Robin.

Fri.

July 20 1923.

Set up the starboard main shrouds this forenoon. Hooked the throat halyard into the shroud lanyards & hove taut with the throat jig. Clarence Dow

helped us set up, & borrowed our scuttle butt to fill his tanks. I painted the cabin skylight this noon.

Painted the wood-work of the windlass this afternoon also the pump brake, and filled the scuttle-butt. The skipper is nursing a peach of a grouch because we have to lay over waiting for empties. Don't blame him.

Hugging the wharf is damn poor sailing.

Capt. Topham came in after supper with a 6 foot shack.

Sat. July 21 1923

Loaded our port side with empties.

Too hot to work this afternoon, so I went to the Nantucket Whaling Museum which is in an old Quaker meeting house.

Saw a model of Nantucket Camels.

Sat

July 21, 1923.

Got a few squalls of rain late in the evening. Busted my last guitar string.

Sun.

July 22, 1923.

Fine day. Stiff northeaster blowing & we on a lee shore in this harbor. Loaded some empties on starboard side, after which I scrubbed my dirty dungarees.

11:30 a big black sloop just left under storm jib & storm trysail, & that was about all the sail she could stagger under. 50 ft. yawl left under close reefed mainsel & jigger, & storm staysl.

The Cock Robin sailed for Stonington. Yawl got a dusting outside & came in again under jib & jigger. Skipper & I went ashore after chow & I bet we met every coon in Nantucket. Every time we have

to for a look at something, a gang of
smokes would amble along & surround
us, talking about church services. I'm
fairly dark, but didn't suspect that I was
so near a chocolate brunette. We cruised
all over the north end of town. Nothing left
but the south end now. So ends.

Mon. July 23.

1923.

Turned out early & singled up
lines. Waiting now for a few more
drums. Wind N.E. cold raw day.

The sunrise sure looked windy to me.

7.30 started to rain. I've just filled the
fountain pen with Stafford's writing ink. it
seems to work fine - so far. Cleared off
about 11 A.M. 1 P.M. wind hauled NW

& rain. Gaylord brought his north Sea
organ aboard after dinner & we had a

July 23.

concert. The Eleanor May came in from the Georges - burn trip - & Bill Shraeder sailed 7 P.M.

Tues.

July 24 - 23

Cast off lines & sailed 7.45 from Nantucket. Went through jetty 8.15 a.m. wind N.W. closehailed on port tack. under three lowers. flood tide & head wind. Course N. N. $\frac{1}{2}$ W. allowing for leeway & tide sag. 9.45 standing across the ^{Tuckernuck} ~~Pige~~ rips. breakers ahead and to port. don't know whether we go across without striking or not. remains to be seen, as the undertaker said when the coffin busted. 9.55 got across O.K. but the tide is running across the shoals at a ten knot clip. 10 a.m. Got flying jib on her. Cross rip about 10.25. Went over the rips to windward of Bee.

Passed 4 m. sch. bound E. 11.20 Redgforce
 & 2 3 m sch. 11.35 12 m. steering W by N. on star
 tack, close inshore to Peck Bluffs. with a
 dead beat to midward in middle hole.
 West Chop ahead to midward 12.20 P. M.
 about 1/2 mile off port beam. Laid her off on
 port tack for Wood's Hole. Passed the Lewis
 Luckenback off the Nebraska Pt. light house.
 2.40. Through the Hole 1 P. M. Breeze
 freshening, which grips her stern. Got fast
 to Union wharf 3.30 P. M. While I was
 lowering away the foresail, the throat larynx
 slipped a turn around my right wrist,
 jerked it under the cleat & damn near
 broke it. Skinned it some: is sore.

wed.

July 25, 1923.

Raining & blowing S. E. no work only to
clean up the cabin & tack sheets & halyards
occasionally. It gets now & so dark I can
hardly see to write. Think I will give the
pumps a few strokes. 1 P.M. we start
pulling up anchor so we can get off
our lines and run over to the Standard
but all hands had knuckled off work
for the day so we can't start loading
til tomorrow. The skipper has
gone up town to see about a 5 ton boiler
we are to take to Edgerton. ^{1 P.M.} Hauled
over to S. C. & discharged our empties, and
came back to main wharf at 6 P.M.

Thurs.

July 26. 1923.

(Beginning my second month about the Coast.
Morning breeze from a shore with stiff breeze from

N.W. and making a mist color of the schooner
in Capt. Tucker. 7 P.M. Capt. & family were
down aboard for a while.

Fri.

July 27 1923.

Hauled over to I.C. 6.30 A.M. & loaded
55 barrels of oil, then 11.30 we hauled over to
State Pier no. 3 for 5 more barrels of Patterson
oil. Had dinner ashore. Loaded full & we
hauled across to Union Wharf 2 P.M. &
knocked off for the day. Wind fresh from
S.W. looks like a winter breeder.

9 P.M. mackerel sky & moon's tails

(13)

make tall ships carry lower sails.

Saw the moon setting on a pillar of light as
it came down through a cloud.

Sat.

July 28 1923.

Wind S.E. fine & clear. Making her fair wind.
While I was taking pictures aboard the
Morgan two couples asked if they could come
aboard. I showed them around the ship &
took one of the girls up to the masthead
cross-trees. She was one game sport &
could climb as good as I can. The other
girl was Olga Hove. I wasn't sure of it
enough to speak but I asked one of the
men if it was she, & he said yes. So
we went a little later.

Sun. July 29. drove 8.00 & went home.
got back 11.15 P.M. So ends this day.

Mon.

July 30 1923.

Wind N.E. all day. Stayed alongside.

July 31. 1923.

Tues.

S. O. S. damn it.

Wed.

August 1 1923.

Wind N. E. cold & raw. no chance down the bay yet. 10 a. m. wind hauled S. E. & sun came out, clearing away the fog clouds. S. E. is a dead head wind.

A packet schooner came in this morning & anchored off Butler's flat with a load of crows aboard. About 5 P. m. wind hauled due S. & looks like a sou'wester for tomorrow. Hope so. I'm sick of hanging onto our shore lines.

Wind hauled back into the east again about 7 P. m. Guess I might as well become a citizen of Fairhaven now.

Thurs.

August 2, 1923.

Light air from N. & thick as mud.
cant see across the harbor 9 a.m.
wind hauled back S.E. & sun came
out. Skipper pulled his skiff over
board & we landed her on the dock &
scraped the old paint off & fixed the
rowlocks and thwarts. Shut in thick
as mud again at sundown.

Fri.

August 3, 1923.



President Harding is dead.

Wind S.W. & thick fog. The Marg-
aret is sitting up her cutting stage.

8.00 a.m. got sail on her. Sailed

8.45 & 9.15 we poked our bowsprit

into the fog S. of Buller's flat. Packed

her a couple short' boards 9.20 She

is now up to W. cant see a thing.

9.30 laid her off before the wind &
ran in for the dock in Fairhaven.

Got alongside 10.30 a.m. It
is fine & clear inside Butler's Cove
but thick as haze when wind cuts.

Patched the stern of the ship & painted
her inside this afternoon. Heavy rain
squall started around 9. P.M. lasted
about 5 minutes.

Sat. Aug. 4th 1893.

Fog & overcast sky. Glass steady.

Got the rag onto her & sailed 8.15

a.m. Cleared up fine, light NW air.

9 a.m. wind backed SW & blew the fog

on again. damn this for weather. 10.25

passed a big flock of northern loons off the

bell buoy off Uruatena Is. 10.40 we

passed the Adm. C. Hull bound in the

word's Hole. Gave Bill a hair

Sat.

Aug 14.

and dropped to a whisper around
11 A.M. at noon wind hauled to
N.W. very light, while off Oak Bluffs
changed our course E. S. E. & ran
for Hedgefence. H. F. abeam 12.35.

ross Rip 1.40 abeam. Ducknuck Bell
2.20 P.M. The old hooker started
rooting into it just after we made
the bell. She is quite lively now. I
had to shake her up so Capt. could
haul in the main sheet. Breeze is
good & strong S.W. & we are under all
sail. 3.15 Passed the bell & bar to
the Mantucket jetty. Looming along
star sheet. Arrived 3.40 P.M.

Thick as mud again after show.
The mate of the Mantus came aboard
tonight. wants to learn play steel.

Sun. - August 5 1923.

Sun is shining but big clouds are in the sky. Kelly came in after me in the yawl & we went aboard the Maudsels & played for the Old man & his wife.

Cap. Bishop sure loves Kanaka music. Fog shutting in again. Wind SE.

Mon. Aug. 6 1923.

Wind N.E. quite fresh, & clear sky.

Started discharging 7.20 & packed up 7.30

Went ahead again 8.15 & finished 9.45

Sailed 12.15 went thru letters 12.35

Wind N.E. course N $\frac{1}{2}$ W four hours with single reefed mainsail. Passed Tucker's

Bill 1.35 P.M. Crossed 2.30 P.M.

Shook the reef out of the mainsail & put her off wing & wing. 4.10 Passed 5 m. between

macraia of N.Y. anchored to northward of ledge

mm.

Aug 6. 1923

Fence. Passed the Fence 4.40 P.m.
wind about dead. Nobska Pt. Lt.
aboard 6.38 P.m. Through the Hole
6.55 Passed the Urcatera in the Hole,
bound in to the dock. Lit the side lights
& binnacle lamp 7.15 P.m. Got in
alongside 7.30 P.m. So ends today.

Tues.

Aug 7, 1923.

Tied across to S.O. & unloaded,
6.30 a.m. to 7.40 wind S.E. ~~sky~~ overcast.
Hauled over to Fairhaven, Washington St. &
tied her up. The S.O. crew are all sick
so we are in here for a while. Washed
her down & scrubbed the paint off.
Got a week off & went home.

Sat.

August 11, 1923

The skipper called up & busted my
shore leave. Arrived boat 10.30 P.M.

Sun.

Aug. 12 1923

7 A.M. we hauled ship to S.O.
dock in New Bedford to load. The
Shull is alongside waiting to load.

Started loading 1.30 & first got some
help at 8 A.M. Loaded 140 barrels.

Resumed loading 11 A.M. Hauled across
to Fairhaven & anchored in back of Brown I.
in a fathom of water. Going to put anchor.

Took the yawl boat & went ashore to a
chow after chow. Came back 6 P.M.

Breezing up & weather thick so I
stuck out a couple fathoms more
cable.

Monday

Aug. 13, 1923.

Fine & clear, light breeze from N. W.

I was sick as a dog all morning.

Breezing on hard from N. W. I feel better but have a rotten headache.

8.30 P. M. I set the riding light.

Wind is piping up hard and has a roar to it that sounds bad. The sea shore

is so close under our stern for my liking. There's hoping the hook holds.

Tues. August 14, 1923.

Turned out 5.30 A. M. & saw a sloop wrecked & dismasted on Crow Island bar. Her mast fell to windward when she struck. I pulled over to her in yawl. She has no name on her. Her mast snapped at the deck and hounds, but her hull looks all right.

Dec. 14

Put her in a new rig. The John B. Harris is here loading coal for the Co. Service Co. She is a rotten old boat. Her stern davits are falling out of her, and the starboard cathead is gone at the nail.

The Am. Tugboat (what) is going to Merritt's wharf. Sch. Flying Cloud came in & rolled up & hauled out on the ways.

Roman is hauling out on the South ways for cleaning. She must needs it. and N.E. Got the anchor catheaded 7.30

Three tugs in her 9.50. Passed to Margaret getting her mudhook which had capsize. She was making sail.

Overhauled & passed Spindrift (ketch) in the channel under the fore & mizzen. Went through Wood Hole at noon. Passed 2 three masters bound west around 1 P.M. & wind hauled S.E. lead ahead.

Tues 14 1923

Wind backed out and wind died so
we ran in to Oak Bluffs & anchored
2 P.M. in a fathom & a half. The So An
came in just astern of us with Buck &
Geo. Ingraham & August aboard & we
had a game. Skipper went ashore to
visit some friends.

Wed. Aug. 15 1923

2 A.M. heavy rains squalls. Wind
light from S.W. Cleared away here &
sunny around 10.30 A.M. Fine day, but
we lost his days as the tide is gone.

Went ashore around 11 A.M. Large

Thurs
16

day. Passed the Fence L.V. 7.40
close hauled on port tack. Rough.
8.30 passed 3 m. ch. standing nest &
another one anchored inside cross rip.

Thursday Aug. 10. 1923.

Started to haul up the anchor 6.30 &
got it on the cathead 6.45 A.M. Let under
weigh at once under power. Wind NE
by N. & nasty slop running. Sea &
clear. Cross Rip beam 9.20 A.M.

9.30 passed the Skull found in & a V
bottom steamer, white C on a red banded
black stack. Funny looking old tub.

10.07 A.M. Tucker's bell beam. Sea
has moderated some. 11.05 went thru

the jetties. Struck on the bar off the
dock but got her stern past to Beret J.

11.45 A.M. Started discharging 1.10 finished

2.30 4 P.M. started throwing empties aboard.

Finished for the day 4.30. Hot dog.

Fri.

Aug 17 1923.

Turned out 3.15 a.m. & Got sail on her.
Started the kicker & left Nan. 4 a.m.

Flat calm. Look in side lights at
sunrise. Cross tip abeam 6.30 a.m.
Fine & clear. Passed ridge line 7.50 a.m.

8.30 Port Hunter's mastheads abeam.

No breeze yet. 8.45 a.m. passed
Spratly L. Drunkmann 4 m. sch. at
anchor off North Hole. She is a Biltmore
bucket. Passed Naksha Pt. 9.15 a.m.

11.15 sailed through a schooner yacht race.

Got alongside S.O. 12.25 P.M. Her
hull is still here. Discharged empties
& finished 1.25 P.M. Guinevere just towed in
& anchored. Evers her motor went bloay.

We passed the John P. Manta anchored in
Margaret's berth. 1.45 Hauled over to

Saturday to Boat. Finished 3.30 & hauled
over to Fairhaven 4 P.M. all fast.

Sat. Aug. 18 1923.

No work. Skipper took me over to Bill Siegel's
to play steel for his niece.

Sun. Aug. 19 1923.

Washed clothes & put new keys on my guitar.
After supper went to Skipper's house to play.

Mon. Aug. 20 1923.

Took aboard a load of furniture this a.m.
Belong to a Frenchman named Casey.

Tues. Aug. 21 1923.

Wind W. & S. fine & clear. Hauled over to load
7 a.m. Started loading 8 A.M. Had to remove
off new tackle on the dock crane. Got me all shot.

Aug. 21 1923

Tues. Strained my toe again, damn the

luck. Finished loading 12:15 Hauled
ship to Union Wharf & got fast 1 P.M.
wind blowing good breeze S.W.

2 P.M. Blowing hard. 7:30 P.M. two fishermen
came alongside, one in tow, and made fast to
the schooner. The tow had lost her propeller
both of them were soaked. must be blowing
hard outside. Capt. Bill Shraeder's auto
got bumped by a truck & drove up forward.

8:30 P.M. Glass is falling rapidly. Look
like a blow coming. Skipper says that
Lakotau is ashore 500 miles S. of Flatery.

Wed. Aug. 22, 1923

Wind hauled N.W. & raining. glass
still going down. 12 M. Glass rising a little
and N.W. strong. Just finished wrecking a
large stack for Ed Cole. He gave me

a sloop head, mounted by Lewis Temple,
an escaped slave who was a ship-smith's
apprentice. It is the first toggle iron used.
also gave me two other iron heads.

We worked all afternoon on the job
wrecking the sloop. More chain got.

About 8.30 P.M. the Fairhaven trolley ran
off the track. The forward truck stayed on
the main St. track & the after one started
round the turnout up Washington St. so
she slewed round square across the
~~channel~~ street, head end into a pole.

The wrecking car got her on easy.
Hooked a chain onto the after truck &
towed her on the track again. Glass
rising and wind falling calm. Clear.
Hope we sail tomorrow. So ends.

Thurs.

Aug. - 3, 1883.

Run out 7.15 straight up line & got out
on air. sailed 5.15 P. M. Wind N. W
fine & clear. Running along wing from Black
Rock. Un catena bell 7.20 Tide running
strong in the hole, & the stars land. V. Sea Point
aboard 7.35 A. M. 8 P. M. set flying jib. 8.40
Hedge fence aboard. 7.15 Passed the Bull. Lines
Puth & Beatrice close aboard. Now it about a
mile from Cross Rip to wait for a tow of barge
to pass. Filled away for the light ship &
passed her 10.35 A. M. Tuckeruck Bell
aboard 11.45 A. M. Through the fetters 1.25
P. M. Got alongside 1.50 P. M. The
whole town is locked up & gone to the Fair.

Aug. 24, 1923.

Fri.

Fine + clear.

Light air from W by S.

8.15 A.M. Oriole came alongside & took 3 drums of gas. Went aloft & sent down the main throat-halyard block, & put in 3 new sheaves. The bustings were shot in the throat.

Hot & dirty job. Discharged our oil this afternoon, after sending up throat-halyard block.

TONY SARG
An artist painted a picture in water colors of the gang & the horse on the dock. Looked fine.

The Shull came in about 7 P.M. from Edgartown where she landed the 5 ton boiler.

Sat.

Aug. 25 1923.

Fine + clear with light S.E. air. Steady gales unloaded Casey's Furniture 7-8 A.M.

The Shull sailed after dinner.

Sun.

Aug. 26 1923.

Fine & clear. Wind N.W.

washed clothes this morning. The John.

B. Morris sailed about 3 P.M.

Visiting aboard the schooner Coral.

A fine Concert by the ^{mate} Captain, with
a vote of thanks.

Anne Richardson -

Eleanor Blackmer

Hanna P. Monaghan

Gertrude Monaghan

Anna J. Monaghan

James Monaghan, (Phila.)

The Bostock put 9 empties aboard after chow.

Mon.

Aug. 27 1923.

Wind S.W. light. fine & clear.

Dunning towed the Nauticos in to her berth
at noon. She was anchored off the

jetty last night. Kelly (mate) quit

her today. Leaves on the Islander for
Boston mañana.

Tues. Aug. 28 - 23.

Turned out 2.30 a.m. & put 30 barrels aboard
3.15 Got sail on her in the stream. Wind S.W. &

bright moonlight. Went through jetties 3.45

all sail on her. Cross-rips ahead 5.05 a.m.

Hedge fence ahead 6.15 a.m. 6.30 a.m. passed

3 m. s.s. bound east under all sail but fore
topel. 6.45 passed 4 m. s.s. all sail the

Kenton, of N.Y. bound east. 7 a.m. 3 m. s.s.
under all sail eastbound. Hoboken Pt. ahead

7.20 a.m. Had tide in the Hole. There is

a 4-master anchored in Fairhaven Cove. Then

the Hole 7.40 a.m. Cloudy & threatening rain

since sun up. At alongside Washington St.

wharf 10 P.m.

Aug. 29 1923.

Wed. Pain squalls. Wind S.W.
Fog shut in at sundown.

Thurs. Aug. 30 1923.

Wind n.e. light. fine & clear.
Hauled her over to Standard to discharge our
empties 8 a.m. — unloaded 9.30 to 11 a.m.
Shoved off 11.20 & Got fast Washington St. 11.40
Painted the starboard anchor & chain after
dinner.

Fri. Aug. 31 1923.

Wind S.W. fine & clear. Cleaned up
the forepeak & cabin. We overhauled & repaired
the foremast hoops, put on some new ones and
painted them, and put 2 new ones on mainmast.

Sept. 1st. 1923.

Sat. Hauled over to S.O. 7 a.m. & loaded.
Got through loading 10.45 & left the
dock 10.50 passed the Skull coming
in under fore & main. Capt Bill said
he was just 5 1/2 hrs from Nantucket,
fair wind S.W. we got fast along-
side 11.15 a.m. Skipper is going away so
I'm standing by to keep ship. The whale
Athlete just came in. Not much oil in her. The
Skull tied up alongside us at 2 P.M. The
Beret J. is on Kelly's railway & Arthur was aboard
this afternoon.

Sun. Sept. 2 1923

Fine & clear, light S.E. air in forenoon.
Arthur & I lowered the yawl & pulled out to the
Athlete & took some snaps of her. Had supper
aboard Beret J.

Labor Day.

So called because we don't labor. Day
breaks dull & gray, with light air S. S. E.

Shut in thick at noon. Fog burned up
about 1 P. M. & sun came out hot.

Tues. Sept. 4 1923.

Fine & clear. Wind N. E. strong. A gang
tried to haul the Claudia out of Kelly's
wharf & stuck her on the bar. Got her
off when the tide came up about 2 P. M. &
towed her over to Merrill's wharf to discharge.

I went over after dinner & watched the
crew pumping oil ~~of~~ out of the Manta's tanks
& bailing up the spermacetti. Watched a
gang of Bravos outfitting the Romance.

Chicago City, a Limejuice tramp came in
and anchored alongside the Athlete at 7 P. M.

Sept. 5 1923.

Wed. N.E. fair The Chicago City went alongside
7 A.M. She has a blue star on white
banded black raking stack. Wind

hauling S. at noon, still fair. After dinner

I went over to New Bedford, aboard the John

P. Manta & sheaved the rag with the ^{Guano Lopes} mate
who was mate in the boat in "down to the sea in ships, & lanced the whale.
till 3.30 then guided 2 parties of auto
tourists through the whaling fleet.

Hot dog! The Claudia & the Graser
are not going whaling again, but will fit
out for packets to the Cape de Verdes.

Thurs. Sept. 6. 1923.

Wind S.W. cloudy sky. Went over to
Kelly's & saw the Mary C. with 2 swordfish
horns thru her hull. We cast off & sailed
10.50 A.M. under power. Hoisted sail off
Butler's flat & stopped the engine. Passed
Uncatena bell 1.55 P.M. & started power again

Thurs.

Sept. 6 1923.

Fair tide thru Woods Hole. Nobska Pt. abeam

2.15 P.M. Passed West Chop abeam 3.10

Let go port anchor in Oak Bluffs 3.50 P.M.

6.30 P.M. schooner yacht Folly arrived.

She is a little pippin from N.Y.

Fri.

Sept. 7 1923.

Turned out 4 a.m. & hove up hook.

Under weigh 4.30 & got all sail on
her outside the jetties 4.45 a.m.

Wind S.E. fine & clear. Hedgepence

abeam 5.10 Cape Poge 5.30 Cross-up

abeam 6.40 a.m. wind dead ahead, very

light. Truckmuck bell abeam 7.45 a.m.

Three m. sch. bound east in ballast looks
like Nantico. Thru the jetties 9.10 a.m.

Got fast alongside 9.40 a.m.

Capt. Pack sold his wharf today for
\$25000 to summer colonists only

reserving 75 ft. wharf privilege.

Got our deckload ashore, starting 3 P.M.
& finishing 4.30 P.M. Have 20 in the
hold.

Sat. Sept. 8, 1923.

Got the barrels out of hold first thing
cleaned out the bilges and landed the port
anchor on the dock, painted that & couple
fathom of cable. Arthur came aboard
at 10 P.M. & ~~he~~ we talked till 1 A.M. &
turned in.

Sun. Sept. 9 1923

Wind N.E. fine & clear.

Mon. Sept. 10 1923.

Wind N. fine & clear. Beret J. hauled
inside us and landed her flounder gear

Mon. Sept. 10. 1923.

and hauled over to the basin. Loads
some empties stored on the pier.

Tues. Sept. 11 1920.

Wind S.E. night fine & clear. got rest of
empties aboard & hoisted sail. cast off
lines & sailed 8.35 a.m. ~~Went~~ went
thru jetties 9 a.m. course NW & wing & wing.

Crossed beam 11.12 a.m. Black can 11.43
Wind shifted S.W. around 10 a.m. High fence
aboard 12.50 passed tramp Cold Harbor bound
east in ballast & C.T. ship Norfolk bound
east in ballast. 3 m. schooner sunk in
Vancouver Harbor was rammed by steamer
Sat. night. 1.40 wind shifted N.W. & strong
2 P.M. passed 3 master under all sail
eastbound in ballast. Kobska Pt. aboard 2.09
Isle passing through strong. Thru Hole 2.20
Black rock aboard 3.45 P.M.

Butler's flight 4.10 Got alongside the Shull
at Union Wharf 4.50 P.M.

Matthew-S. Greer, packet schooner is in again.

Wed. Sept. 12, 1923.

Fair. 7.30 A.M. hauled over to S. C. & put
our empties ashore. * hauled back to
Washington St. & got fast 10.30 A.M.
I washed down decks & had chow at the
skipper's home. 9.30 P.M. wind sounds

bad & sky looks stormy.

Thurs. Sept. 13, 1923.

wind S.W. sky overcast. looks like
rain. 10 A.M. hauled over to S. C. & loaded.
finished 12.20 125 bbls. The packet Fannie
Bell Atwood is in to State Pier, all painted up.
She is just arrived with some more Mackbuds.
We hauled over to Union wharf - fast 1 P.M.

Sept. 14, 1923.

Fri. Wind N x E. cold & raw, sky overcast.

A schooner, Warport I think, came in and anchored this morning 10 a.m. She has a barkentine's lowermasts but no yards crossed, and is painted battleship gray.

After supper, four Jackies came aboard from the schooner for a visit. She is the Penn. ship Annapolis. We had music & talked.

Sat.

Sept. 15 1923.

Wind N. clear & cold. Went home.

Sun.

Sept. 16 1923.

Aboard on board 11:35 P.M.

Mon.

Sept. 17 1923.

Wind N.W. clear & cold. Skipper went to Warren to see about an oyster charter.

Visiting aboard the Coral.

Wildred Hathaway -

63 Vine Street -

Woonsocket - Rhode Island.

Claudia was hauled out at Kelly's for caulking.

Harry W. Harnquist,

1517 Parmele St.,

Rockford, Illinois.

and aboard the Morgan.

The glass is rising for a spell of good weather.

Camero is in with a big cickload of lumber.

Tues.

Sept. 18 1923.

Wind. N.W. fine & clear. 9 a.m. We moved the
Shull inside of us & hauled out in the stream, got
all sail on her. Passed Black Rock 9.55 a.m.

& hauled S.E. & S. Mucatina full abeam 11.22 a.m.

WIND.

S.W. The Mucatina passed us in the hole. See fence

abeam 1 p.m. 1.30 - breezed on hard. Skipper

hauled her up for Edgartown. course S.W. & S.

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1890

Jan 1

Feb 1

Mar 1

Apr 1

May 1

Jun 1

Jul 1

Aug 1

Sep 1

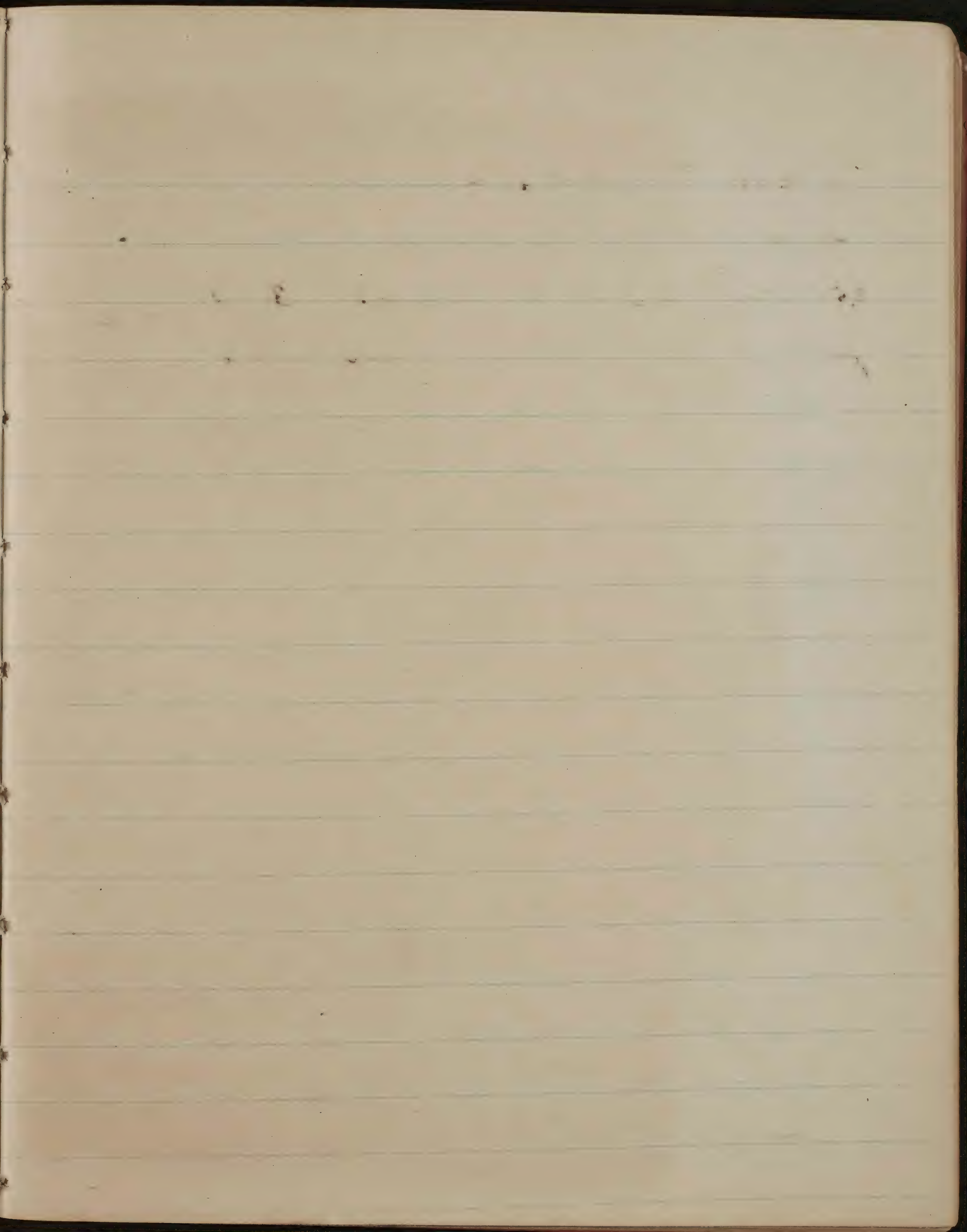
Oct 1

Nov 1

Dec 1

1891

Jan 1



2 P.M. Tacked in & hoisted flying jib.
Head beat to windward for Edgartown.
2.55 tacked in & hoisted fore. 3.20 Let go
port anchor, about 5 fathom chain.

After supper the crew goes ashore to the movies.
10 P.M. wind has calmed down almost flat.

Wed.

Sept. 19 1923.

wind S.W. moderate. cloudy sky. glass
still going down. Went ashore on the east
point exploring & got some beach plums & hazel
nuts. Went ashore after supper & called on
Mr. Vincent.

Thurs.

Sept. 20 1923.

wind S. Thick fog. In forenoon, moved the
galley aft & sighted the anchor. Was all clear
so let go again.

Sept. 21 1923.

Fri. Thick fog in morning, rain squalls early in forenoon. Wind S. squally. Wind hauled S.W. around noon. - still thick.

Sat. Sept. 22 1923.

Wind S. Heavy rain squalls & fog. I went big game hunting today with a kerosene gun. fine hunting, big haul. after supper the crew takes in a movie show ashore.

Flat calm & thick fog. so ends this day.

Sun. Sept. 23, 1923.

Wind S.E. light. continuous rain since midnight, & still raining. Thick unsettled weather all day. Sighted the anchor just before dark, & found it all clear.

Sept. 24 1923.

Mon. wind N. N. W. sky overcast. after break-

fast we got the forest & manse on her, & fog started
to shut in again. Beats hell how this rotten
weather holds. Started to leave about 5:15 P. M.

Got anchor up, ^{foul.} 5:25 Passed lighthouse 5:30

Cape Poge Lt. abeam 6:20 P. M. Wind hauled

S. E. at 6:30 & fog started to make. Packed

ship & stood in for Edgartown again. 11:15

hauled down manse, doused forest 7:30. Got

fast alongside 7:50 P. M. End of a perfect day.

Tues.

Sept. 25 1923.

wind N. W. Turned out 4:30 A. M. & had coffee

got sail on her. Cast off & sailed 5:10 A. M.

Cape Poge abeam 5:53 A. M. Clear sky &

moonlight, smoky horizon. Cross-rip abeam 7:25

set course S. E. Tuck-muck bell abeam 8:20.

course to jetties S.S.E $\frac{1}{2}$ S. wind very light. Got
fast alongside Killen's wharf 10 a.m.

Started discharging 11.10 finished 12 m.
Got our empties aboard & sailed 2.15 under power
& fored. Stiff breeze N.E. 2.40 P.M. Ticked
her & put back for dock. Too rough for her,
wind dead ahead & heavy sea. Fog rolling in
over Great Point. Got fast alongside 3.10 P.M.
The fishing fleet came in last night. The
Bostock tied up alongside us at 12.30 1 P.M.

Wed. Sept. 26 1923.

wind N.E. sky overcast. Got sail on her, all
four lowers & sailed 9.20, wind E. x N. passed out
the jetties 9.40 a.m. Ticknuck hill abeam 10.52.
Set course N.W. x N. Cross-rip abeam 11.53 a.m. Hedge-
Fence abeam 1.40 P.M. Mobska Pt abeam 3 P.M.
Black Rock abeam 4.40 P.M. Got along-

side 5.45 P.M. Paid off, Isling my hook.

Aloha nui, Lelamotu.

Friday, Nov. 28, 1924.

Came aboard 3.30 P. M. at Washington
St. wharf. Loaded with 120 barrels
of gas. Weather moderately cold &
clear. Went to M. B. after show &
saw Buster Reaton in the Navigator.
Buena.

Sat. Nov. 29 1924.

Turned out 5 a. m. starlight.

5.30 cloudy - wind S.E. sailed

6.30 a. m. Spoke the showmen vice

S. Wentworth, Athalie and Kennetta Collyer.

Sun came up red, quite a groundswell
running. 7.45 headed her round for

M. B. ~~thick~~ misty squally. Nellie

Grant is anchored inside Butlers Flats with
a derrick of laths. Got last across

The Love-Caster.

She wrote to her daddy in Portland, Maine
From out in Denver, Col.

And she wrote, alas - despondently
That life had commenced to pall.

Now this was an awful, awful case
For she was a six months bride,
Who was won & wed in the State o' Maine
By the side of the bounding tide.

And now - alas - she was writing back
That she longed for Portland, Maine
Till oh! her heart had been so wrenched
She could hardly stand the strain.

Though hubby dear was still sincere
She sighed the livelong day
For a good old sniff of the sewer & salt
From the bosom of Casco Bay.
She wrote she'd sighed & said she'd cried
And her appetite fell off

Till she got as thin as a belaying pin
with a terrible hacking cough.

And she sort of hinted that pretty soon
She'd start on a reckless scout

And sling her hook for Portland, Maine
By the very shortest route.

Now her daddy dear was a man of sense
He handled fish wholesale

So he sat & fanned himself awhile
with a big broad codfish tail;

And he rec'lected the way he felt
When he dwelt on the World's Day wheel
He slapped his head "By Hake!" he said
"I know not ails that girl!"

He went to a ten cord pile of cod
And pulled the biggest one out
A fit shaped critter, broad's a rail
Three foot from tail to snout

He pasted a card of postage stamps
From snout clear down to the tail—
Struck on a quick delivery stamp
And shipped the cod by mail.
She smelled it a coming, two blocks off
On the top of the postman's pack
She rushed to meet him and scared him blue
By climbing the poor man's back
But she got the fish, bit out a hunk
Ate postage stamps and all
And a happy wife, in a happy home
Lives out in Denver, Col.

Sat. Nov 29. 1924

the end of summer - about 8.40 a.m.

Dr. Alice Wentworth sailed. 10.30 Athalia
came back in. getting colder. Riggers are
working on the Morgan. She is to be full
ship rigged. Capt. Talbot, his wife &
son were aboard this forenoon. 1.15 P.M.
starts to rain. Supper time Thunder and
lightning followed by shift of wind to N.W. &
hail for short time. 7 P.M. wind veered
to steady N.W. so we covered her round.

New York boat left and came
right back again.

Sunday Nov. 30 1924

Clear & cold, wind N.W. fresh.
ice on deck. 12.45 a.m. Isabel & went
out, bound for Falmouth. She fouled over
bowsprit but didn't hurt anything.

Sun. Nov. 30 '24.

Wind blowing hard Nov. all day, moderated a little at sundown.

Mon. Dec. 1 1924.

N.W. Breeze fair & cloudy. Ada Shull left 7 a.m. Colyer making sail. sailed 7.30 a.m., single reefed mainst. 8 a.m. we cast off & sailed under 3 lowers, single reefed mainst. Atahie ahead of us. We are wing & wing. Danner cold. West Is. spar again, hauled her up SE x E $\frac{1}{2}$ E. 9 a.m. rolling. Unclating bell abeam 9.50. Nobsta abeam 10.05. Hauled back up for Falmouth, blowing hard. made fast alongside 10.45 a.m. in Falmouth. wind about N. all afternoon and blowing fresh & guns. no sign of moderating.

Tuesday Dec. 2 1924.

wind n.n.w. blowing hard. clear sky. very cold. no chance down so far. Skipper went clam digging after breakfast. After sundown wind is backing more to westward.

Wed. Dec. 3 1924.

wind n.n.w stiff breeze. Sky overcast. falling glass. "No n-glass still going down. blowing hard. looks like snow

3 P.m. wind moderated but thick outside

The double ended ketch Fannie Parrell, of Gloucester, just arrived in. 10.30 P.m. sky

overcast. coming on to blow n.w. again.

damn it all, looks like we were held up here for keeps.

Thurs. Dec. 4 1924.

Breaks fine & clear. Blowing hard n.w.
Loaded up some & a couple of masters left from
Tingard Haven bound to the westward.

Got the forebys n. by and sailed 1245
quite a swell running. 130 got mail
n. by. One of the flounder draggers
just hove a big cod aboard us. just
passed 3 m. Esther Adelaide, lark loaded
bound north. 150 Hedgefence abeam. 2 P.M. passed
4 m. White Belle, loaded with poles bound n.
5 big schooners to leeward of current L.V.
3 P.M. was up abeam to port. 7 m. ash abeam
to port 3,30 Trucknuck bell abeam 340

Through Jetties 440 P.M. fast alongside
5.05 P.M. alongside Bret J. & Eleanor May.

The Pendleton is anchored in the harbor.

Breezing n. at sundown and colder.

Fri. Dec. 5 1924.

Breaks fine & clear, light northerly air.

The fishing fleet is leaving (daybreak).

6.50 a.m. the ada Hull sailed. Started
discharging 7.15 finished 7.45 finished
loading empties 8.15 The iron ball
block came down on deck with a crash
when we were heaving out the first drum
and just missed Pat's head. sailed

8.20 a.m. Thru jetties 8.50 light air
outside baffling N.E. to S.W. bent the forest
and cleared up outside the bell. Course NW ^{by} _E
cloudy now

Crossed up on old beam 10.30 Cape Poge abeam
at port 11.25 a.m. tug & me barge to old. N.B.

Fence abeam 11.50 Whisker abeam 1.05 - head

tide in Wood's cove. Thru 1.25 Black rock abeam

3 P.m. Alongside S.O. 3.45 away 4.05 P.m.

Made fast Washington St. 4.30 fast & snug.

Paid off & had supper with skipper's family.

Nov 12 1881

Dear Mother
I have just received your letter of the 10th and was
glad to hear from you. I am well and hope this
letter finds you the same. I have not much news
to write at present. I am still in the same place
and doing the same work. I hope to hear from
you soon. I am your affectionate son,
John Smith

1925.

P.T.

June 6. Came aboard at Green's wharf 8.15
 A.M. got away 8.30 for New Bedford. cleaned
 the shell off her. Got sail on her off Gould Is.
 good breeze S.W. Passed Castle rock light 1.9m
 Aloha is in Newport harbor. Pounded Brenton's
 reef 11.15 and squared away for Hen & Chickens.
 quite a swell running. Course SE x S to clear
 fish traps, which run far offshore. 1.15 the chackle
 fin came out and stbd boom lift let go. Hen &
 Chickens abeam 1.30 - tide makes fair. (Pound Hill
 (Dumplings Lt.) abeam 2.30 hauled her up NW x N
 for N.B. Butlers flat 3.30 Alongside Washington
 St. 4. P.M.

Sunday June 7 1925.

Breaks fine & clear. Sea shall sailed 5.30
 A.M. hot dry. light air. afternoon. wind
 hauled N.E. cooler. quite raw at sundown.
 sky overcast. looks like rain for tomorrow.

Monday June 8. 1925

Wind ENE, overcast sky, drizzling rain.
Scrubbed her off in forenoon & cleared up the hold.
After dinner set up jibstay, flying jibstay and
main shrouds (after swifts). Rove new lan-
gyards, some of Wanders's lanyard stuff.

Tues. June 9. 1925.

Wind N.W. drizzling rain. Cleared later.
Finished setting up after shrouds and cleared
up the forepeak. Afternoon clear, wind S.W.

Wed. June 10.

Showers. Skull is in again. Taking in slack all day.
Fog shut in and stayed. 11:30 P.M. wind NW clear.

Thurs. June 11 1925

Wind N.W. clear & fine. Left dock 6:50 fast at
S.O. 7:05 A.M. Started loading 7:30 Breezing up hard.
Finished 11:45 went alongside Union St. at noon.

rove off new fore peak halliard, painted foremast head
and fore peak.

Friday June 12 1925.

Northely air. got sail on her & cast off 7.40 a.m.

Orland

Passed Ella Clifton, below black rock, deckload lumber
bound in to N.B. Then Woods Hole 10.10 - 10.30

Hedgepence abeam 11.55 three m. schooner bound N.

Cruizing up S.E. ~~At~~ Cross-rip on port beam 11.5 P.M.

Tuckermuck bell 2.10 Arrived Nantucket 3.30 P.M.

Sat. June 13 1925.

Fine clear. Pearlless came alongside & took a barrel.

Started unloading 8 - finished 9 a.m. 147 bbls put 190

empties aboard - sailed 11.55 under 4 lavers. fair

wind. head tide across Tuckermuck shoals. Cross
rip abeam to abt 1.50 Norton shoal can 2.20 to port.

Shut off power & let her slack along under sail.

Hedgepence abeam 3.20 P.M. Nobsk Pt. 5 P.M.

5.20 unsatuna bell. Islander passed us in the hole.

Black rock 6.30 P.M. Just got a line on the dock 7.30
at Washington St. when the damn engine went
blow. No carry what is wrong with her.

Passed the three m. sch. Pinchart of
Palmer Co. Hails from Bang Town, Barbados.

U.E. 11 Sunday June 14 1925

Clear. wind S.W. started to take down the engine &
found a timing gear stripped. 3.0

Mon. June 15 1925

Bill Sugel Towed us to Standard oil dock to
discharge our empties. putting in new set of
camshaft gears. dirty damn job.

Tues. June 16-25.

Rain squalls. Bottom dropped out of the glass
in forenoon: wind burst out of the northwest at noon
and blew a gale of wind for several hours. We
are still working on the damned engine.

Wed. June 19 - 1925

Loaded in forenoon and got engine to run.

Connected up reverse gear and started for Union wharf. The Shull was in ahead of us so we made fast alongside her at 5 P.M. She left and as we dropped astern the wind (S.W.) swung our head down onto her, hooked her stbd main sheer pole into our bowsprit stay and bent the end out ripped it clear away from her forward main swifts. We tied up in her berth.

Thurs. June 18. 1925.

Sky overcast. glass falling. fog shutting in. Ella Clifton hauled out in the stream. We hauled around the dock to our own berth. 4 P.M. wind hauled N.W. & cleared. glass rising.

Friday June 19 - 25

Left the dock 12.30 P.M. wind S.W. passed the inbound Relief from Cross up between Butlers flats and Black rock. We are fogging under sail alone.

Passed Geo. F. Carmen between Blk. sek. & Une.
 Veneatuna bell 3.10 Nohska 3.35 passed the
 westbound 3 m sek. Antoinette of Passbroo - piling
 4.30 passed another westbound 3 m aster from N. Y.
 Wedge fence ahead 4.55 P. M. Overhauling two sek.
 Cape Poge 5.20 Can buoy 5.45 engine went dead
 6.30. B.O. the C.B. 280 hailed us to heave to.
 Told us to stop the engine & the damn
 thing had been stopped ~~for~~ an hour. We
 are beating her into Nantucket. Got
 alongside 8.30 P. M. berthed with Beret J. The
 chaser is tied up to the lighthouse tender in the
 harbor.

Sat. June 20 1925

Started discharging 7.30 finished 8.30 cut
 out the forward cylinders of the engine - running
 on three. sailed 10.45 A. M. wind WNW. going
 across the rips. Crossed up ahead 1.30 horizon hazy
 Fence ahead 2.55 P. M. West cliff ahead 3.35

wind hauled N.W. & breezing up. Tacked her at 3:50
beating up for Woods Hole. Thru the bar 4:30
All of a time getting through. Engine all in.
Fair wind across Buzzards Bay. Course NNW
Alongside in Mattapoisett 6:20 P.M. Cabin
wood is on the dock. Sky looks squally to the
northward. 9 P.M. N.W. thunder squall.

Sun. June 21, 1925.

Fine & clear. wind S.W. shifted the jolly forward.

Mon. June 22, 1925.

wind N.W. fine & clear. started to put on a new
forward cylinder & the damn thing won't fit.
Skipper wrenched his back lifting the cylinder.
So did I. She doesn't fit - sent it back to the
shop. Got a mechanic after dinner, set the
engine up & got her going.

Tues. June 23, 1925.

Cloudy: first load came down at 5 a.m.
loaded slabs in the hold & oak on deck, all day.
Tells tells not a life, not hi mean.

Wed. June 24 1925

Fine & clear. wind N. light air. 3:15 p.m. wind hauled
SW & breezed up hard. stored the hold in slabs
& loaded all the oak on deck.

Thurs. June 25 1925.

wind S.E. sky overcast, glass falling. stored a
tier forward, & knocked off on acct of rain. Morning hard
turned in after dinner till 4:30 - found wind hauled SW &
shut in thick fog. 6:30 wind hauled N.E. foggy
with steadily rising barometer.

Friday June 26 1925

Fog, rising glass in morning. Afternoon wind S.W.
clear. I finished loading the schooner, 2:15 P.M.

Sat. June 27 1925

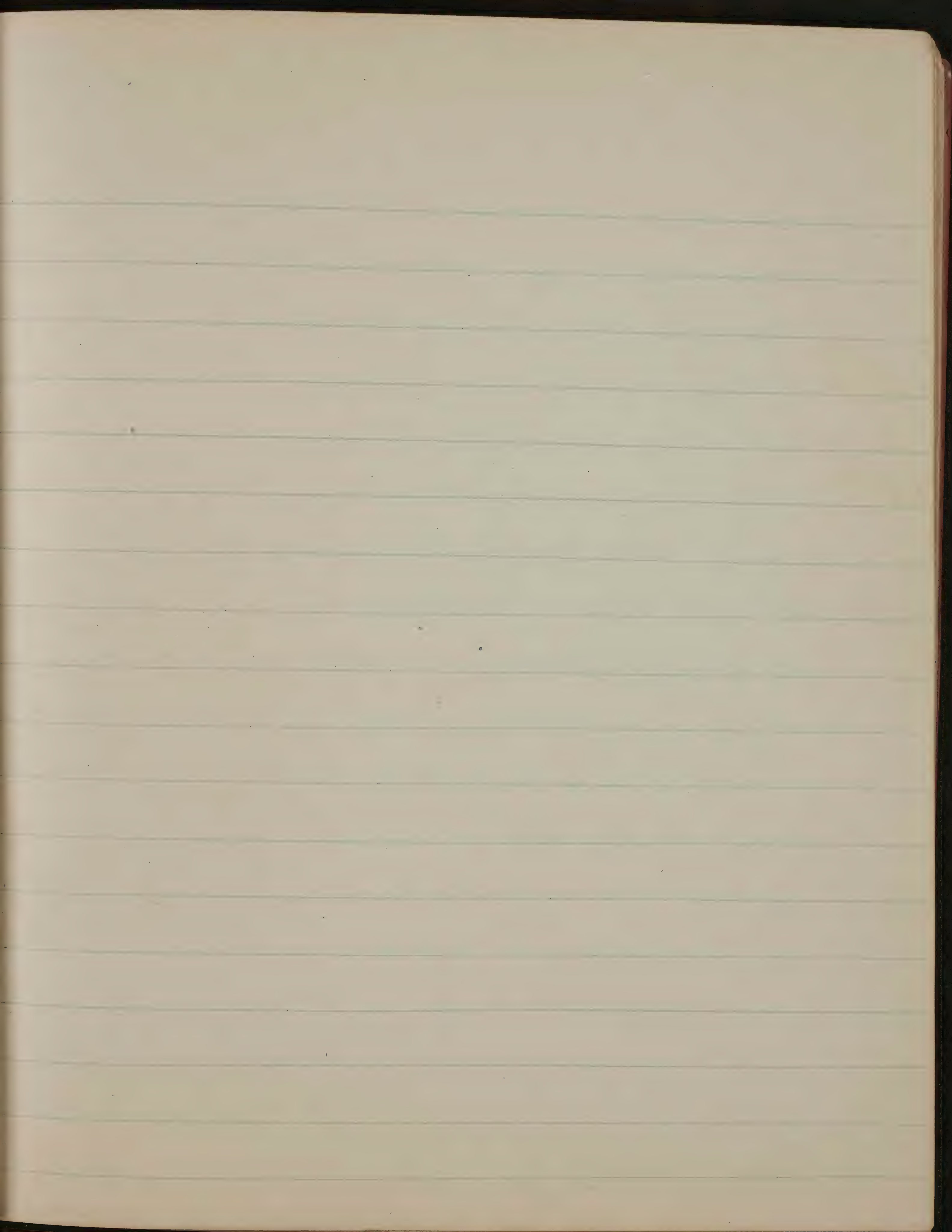
Thick as tar. Wind S.W. moderate.

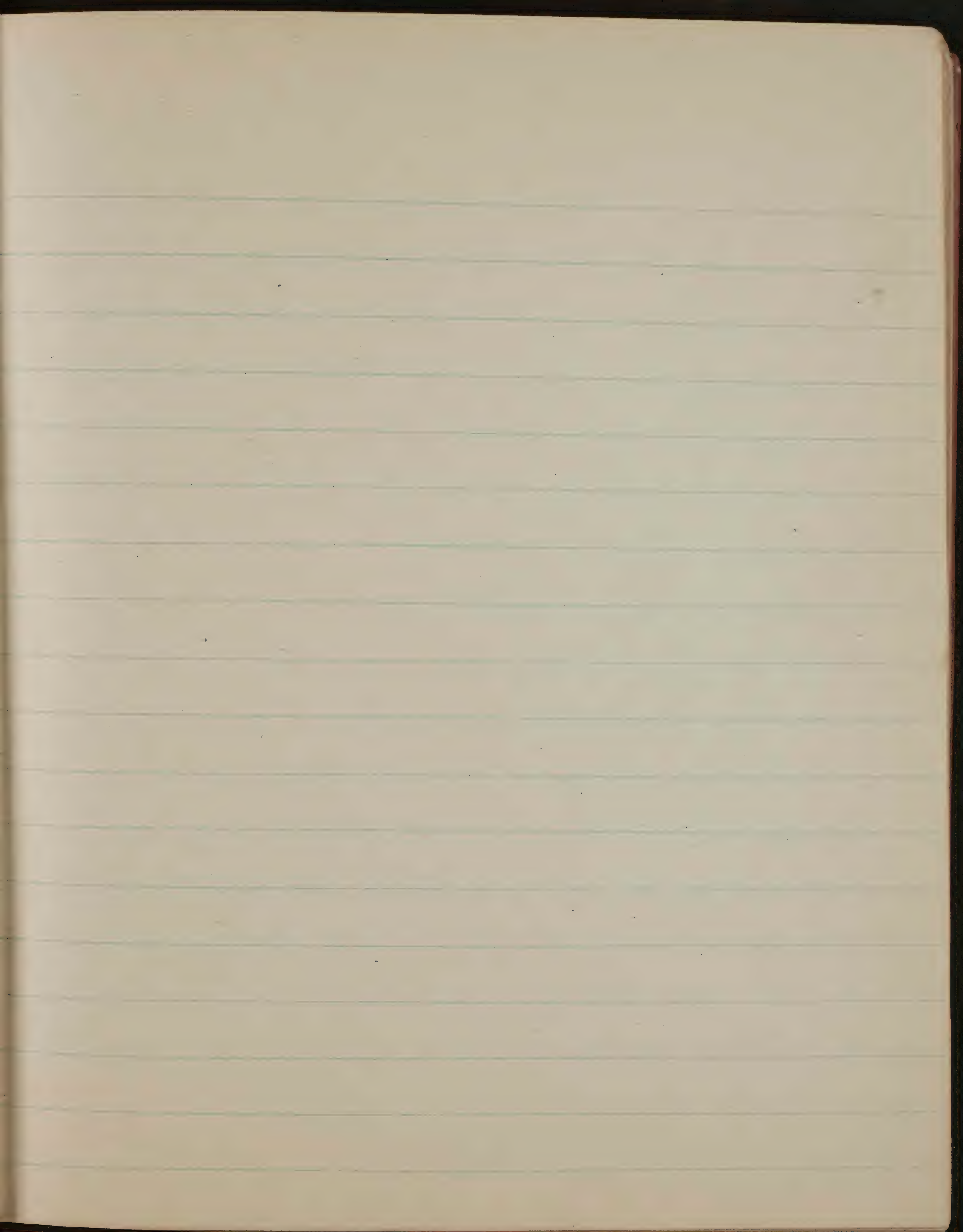
Sun. June 28 1925

Wind S.W. fresh breeze. rain. 145 P.M.
the Ada Shull came in to the dock.

Mon. June 29 1925.

Wind S.W. blowing fresh. Cloudy. Bill loaded
this forenoon, staves and cedar poles. Showers.





Sweet Hawaiian Girl of mine.

Sweet Hawaiian girl of mine
but you please come ^{back} with me
To Hawaii - Land divine
where the blossoms scent the breeze
and the tropic Trade - winds blow
and the tender moonlight glows
and your eyes will be my sunshine
Sweet Hawaiian girl of mine.

Down in Hawaii

I am longing for you

Oh, how I wonder

If you're missing me too.

The Female of the Species.
is more dangerous than the mail.

At 16 the girl is a woman; at 25, if still unmarried, she is a girl; she will face death without a fear, and faint at the sight of a mouse crossing her bows.

The only time she does what you expect her to do is when you expect her to do what you don't expect her to do.

The only reason she does anything is because she doesn't know why she does it. She dislikes sailors because they are not like landlubbers, and despises landsman because they aren't a bit like seamen. *Hot Darg!*

Fat Burns.
(Cheerest)

Black Ball Line.

There is a crack packet - crack packet of fame
crack-hay! blow the man down.

She hails from N.Y. - the Dreadnought's her name.
Of all your crack ships, Swallowtail or Black Ball
The Dreadnought's the packet that outruns 'em all.
Now the Dreadnought - he lies in the river & never
Waiting the tugboat to take her to sea;
But when she's off-soundings
You'll know soon - will know

She's the Liverpool packet - Lord God see 'er go!
Now she's bowling about the Banks of N.Y. Land
Where the water's all stone & the bottom all sand
She carries her (Attens's) stuns, blow high
- blow low

She's the Liverpool packet
Lord God see her go.

We drive our trade with the furnished blade
with pistol, powder and ball -

Necks in the halter, none dare falter -

Its win or chuck it all!

Oh its head we win, and tails you lose

On the bloody pirates' cruise;

The yardarm's cant with a ready hand
To welcome the running rose!

Ho! Henry Morgan sails today!

The trumpet summons the volunteers.

Hear it blow across the bay,

Sounding a call to the Buccaneers.

Reeling they come down the Kingston street

Villains of deepest sort—

Babble o' tongues and curses meet

At the gateway of the port.

Ruck and rift of every land

From Hull to the Barbary Coast.

Pistol in belt and knife in hand

Ready for any man's host.

Pallid for raid and red rapine

Fleeing from gibbet and cell,

Pagges, haggard, scarred and lean

Hot on their road to hell!

Who's to care if none return?

The fewer the better we say!
More spoil and plunder they will earn
Whose comrades lose their way.

Ho! Henry Morgan sails today
To Harry the Spanish Main!
With a pretty bill for the Dons to pay
Ere he comes back again.

Pierre le Grand.

Pierre le Grand in an open boat
Out-cut from Portugal to siege -
with thirty comrades, scarce able to float
The first ship to come on the breeze.

High and dark, a Spanish bark
Crested the foaming tide;
Strong at their oars the pirates back
And lay their boat alongside.

While they grapple the chains in a silent grip,
The doctor with augur & brace
Scuttles their craft; they leap to the ship -
Their boat sinks, leaving no trace.

"They come from the sky!" scream the galleon's crew
As the buccaneers swarm to the deck.
Clap the crew under hatches, & take the ship

Juan Fernandez.

Sulky and sullen, slow and Scotch
Sandy Selkirk refuses his watch.
Let him ashore with the goats and seals,
Flintlock and powder, to hunt for his meals.
He can chew the rocks when his powder gives out
The pig-headed, sharking, lubberly lout!

Walking the Plank.

Walking the plank is a short parade,
An easy way to die.
The step to the end is easily made
To take it without a cry!

Life's but a toss for a bit of gold
You've lost your throw - were won!
The sea is green as grass on a grave;
Make the leap - you're done!

The die was cast with loaded dice,
You knew your fate before;
No use to plead, death is decreed -
A splash - I will all be over!

It's cool & quiet beneath the wave
Down in the sparkling sea;
A ripple or two and bubbles a few

and your troubles will cease to be.

They tell no tales who walk the plank
The pirate no tale-bearer owns;
Tilt the plank on end and quickly send
The squealer to Harry Jones.

The Coaster.

Over-loaded, under-manned,
Trusting to a lee,
Playing I-spy with the land
Jockeying the sea—
That's the way the coaster goes
Through calm and hurricane,
Everywhere the tide flows,
Everywhere the wind blows,
From Mexico to Maine.

Thomas Fleming Day.

Bucking into combing seas
Her bluff bows drenched with brine—
Bowling along, fair wind & tide
When the log reads "clear & fine."

Close-reefed under a wintry sky
In driving sleet & snow
A sudden squall; dismasted, stove—
That's the way the coasters go.

Gale.

Sailing down through Vineyard Sound
On a dark & misty night
The darkened run fleet was about
Two to - without a light.

"Hard up the helm!" the lookout yells
"Schooner dead ahead!"

The sleepy helmsman growls "Hell's bells!"
"Some damn fool leather head!"

But he whips the spokes - his head pays off
The smokes by the run ships see

The helmsman yawns "A helluva life

Got any tobacco?" says he.

So the coaster barges along

To the forefoot's husky snore;

As long as coasters live & swim

Who the hell wants to work ashore?

George Gale

Tortuga.

Mounseer Bertran d'Ogeron
Comes from the King of France
To rule the Isle of Tortuga:
He's in for a merry dance!

To rule the Isle of Tortuga
Is not an easy chance.
The King of Spain has tried in vain -
Here's luck to the King of France!

The Kings of the Isle of Tortuga
Are not of the Spanish Main;
Nothing to us but feathers & fess
Are Kings of France and Spain!
— The slashing sword & crashing gun
are crown and scepter here
In this our Isle of Tortuga
Naught else of Kings to fear!

Sharks.

Shovel-nose & hammer-head

Alike they fatten on the dead:

Blue fins circling about the ship

what chance has man in their sawtoothed grip?

Chanty.

Was yuh ever down in Mobile Bay?

Poll dat cotton down!

A' Loadin cotton fer a dollar a day

Poll dat cotton down.

I think I heard our Red Man say

A dollar a day is a sailors pay

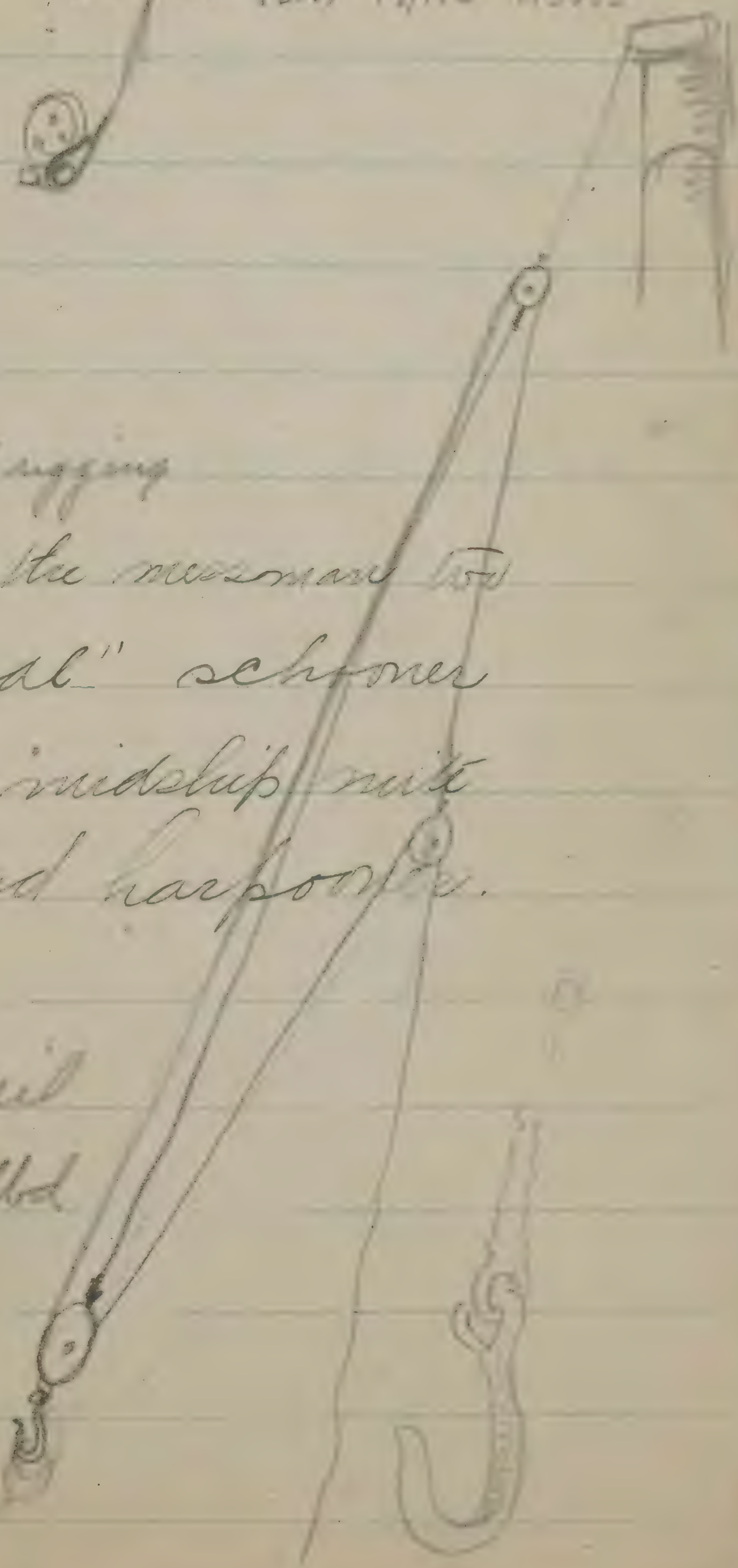
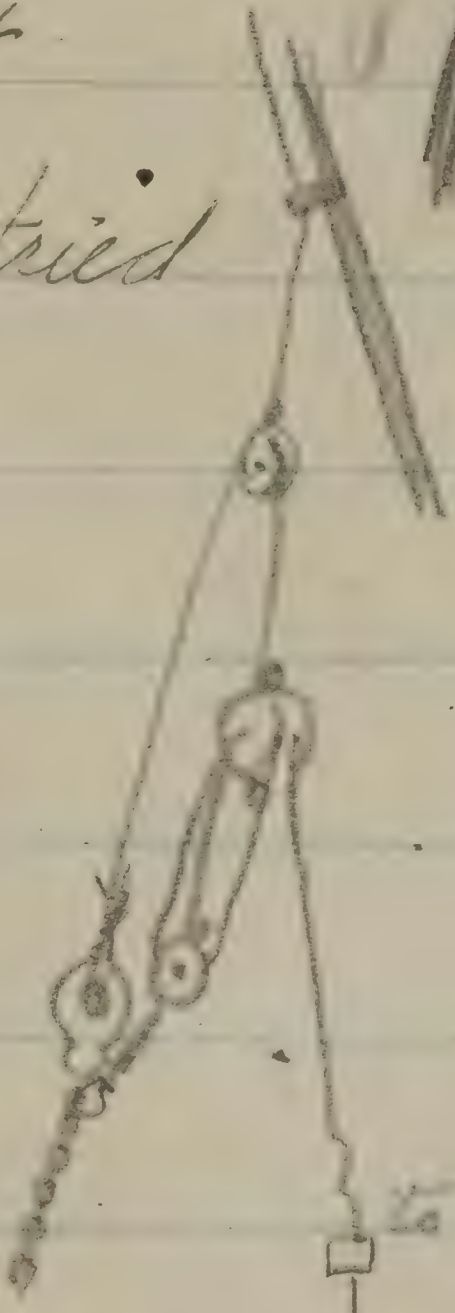
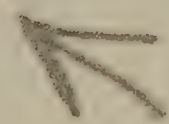
The Boston clipper went so fast

a man on deck couldnt catch the mast

a porpoise tryin to keep ahead

He got run over & killed stone dead.

RUNNER & TACKLE FOR CAB.
AND FISH TACKLE



I bought a quart
of what I thought
was Scotch and tried
to drink it.

One drop of it
got in my eye
and now I can
not wink it.

O, I'm the mate cook & the messman too
And the mate of the "Coral" schooner
The bos'n tight & the midship mite
And the bacon & spud harpooner.

& downhaul
flyer get ballards to port rail
get " & downhaul Sld

Hawaii.

To Kaula

Forth from her land to mine she goes
The Island Maid, the Island Rose:
Light of heart & bright of face
The daughter of a double race.
Her Islands here, in southern sun
Shall mourn their Kaulani gone,
And I, in her dear banyan shade
Look vainly for my little maid.

Stevenson - to Princess Kaulani.

Glory of the Seas.

Built by Donald McKay of Boston, she was the last of his crack ships. Several well-known shipping men tried to purchase her and refit her as she originally was, and move her in Boston harbor, but failed in their undertaking, and she was burned as she lay on the beach in Seattle on Sunday May 13, 1923.

Rig of whaling bark's cutting falls.

Peering Landards.

Starboard side, the Landard post is
on fore side the deadeye, ^{inboard} inboard
Port side it is on the after side deadeye.

The Calabozo.

Bed of stone, & nothing to eat
Save what you buy of the rascal cheat
Of an Alcalde who grinds the face
Of every prisoner in the place -

Boatless, shirtless, out at the knees,
Covered with grime, bitten by fleas!
Starve while you stay - die when you go -
This is the doom of the Calabozo!

& swept our starboard battery & slaughtered half our crew.

Yard arm to yard arm the gallant ships did lay
Till the jolly man o' war shot the pirates' masts away
Her guns were double shotted & she swept the pirates deck
And when the smoke lifted the mate was a wreck.

Our

7

Our coffin was the ship & our grave it was the sea
They wouldn't give us quarter & the reef was on our lee
We never more will sail for the Skull & Cross bones
Were down among the dead men, were gone to Lazy Jones.

we sailed with Stede Bonnet² & we raided near & far
we fought with Capt. ^{Morgan} ~~Hudd~~ at the sack of Panama
We fought with bloody Teach on the San Domingo shore
when the decks were full of corpses & the scuppers
spouted gore.

Puccaneers.

1

Oh we are jolly pirates & we sail the Spanish Main
We've not a thing to lose, & we everything to gain
we list the Jolly Rog - & the ruggen royal pole
we sink the ship & butcher every doggone soul.

3

'Twas on the coast of Cuba that we took a caravel
we raked her with our carronades & blew her all to
we pistolled all the officers & ran the Capt. thru
The bos'n had to walk the plank & so did all the crew

4

'Twas in the second dogwatch, the wind was blowing free
we raised a musket topside, on the coast of Barbary
we chased & overhauled her, & laid her by the board
we looted her, disarmed the crew & took the Capt's sword.

5

'Twas in the Carabbean that we chased another sail
She proved to be a man o'war & answered to our hail
by letting fly a broadside & shot our wheel ^{in two} away

Morgan's head rig.

Bobstays. ^{hearts} deadeyes to eyebolts in bowsprit.

Bowsprit shrouds ^{chain} to hearts in side of bowsprit, after end in eyebolt or champlate in bow, opposite larboard block.

Forestay doubled around bowsprit & eye lashings abaft masthead.

Foretopmast stay doubled around masthead, ends thru ^{BEES} dumb cleats abaft

cap, and doubled thru bizard in bow, alongside heel of head boom. Gristay eye thru ^{Trestle} cross trees,

thru dunnage in jibboom and under cleat on ~~starboard~~ side the dolphin striker, end doubled in bullseye in bow.

Foretopgallant stay over cross trees, thru end of jibboom and under cleat on dolphin striker on port side. Jibboom footropes seized to collar on jibboom end & to foretopmast stay abaft cap.

The jibboom chains are shackled to collars forward of sheave holes & lower ends to ^{LINK} swivel swinging ^{BALANCE} bars on end of dolphin striker, and backropes run thru to both sides of bows under catheads.

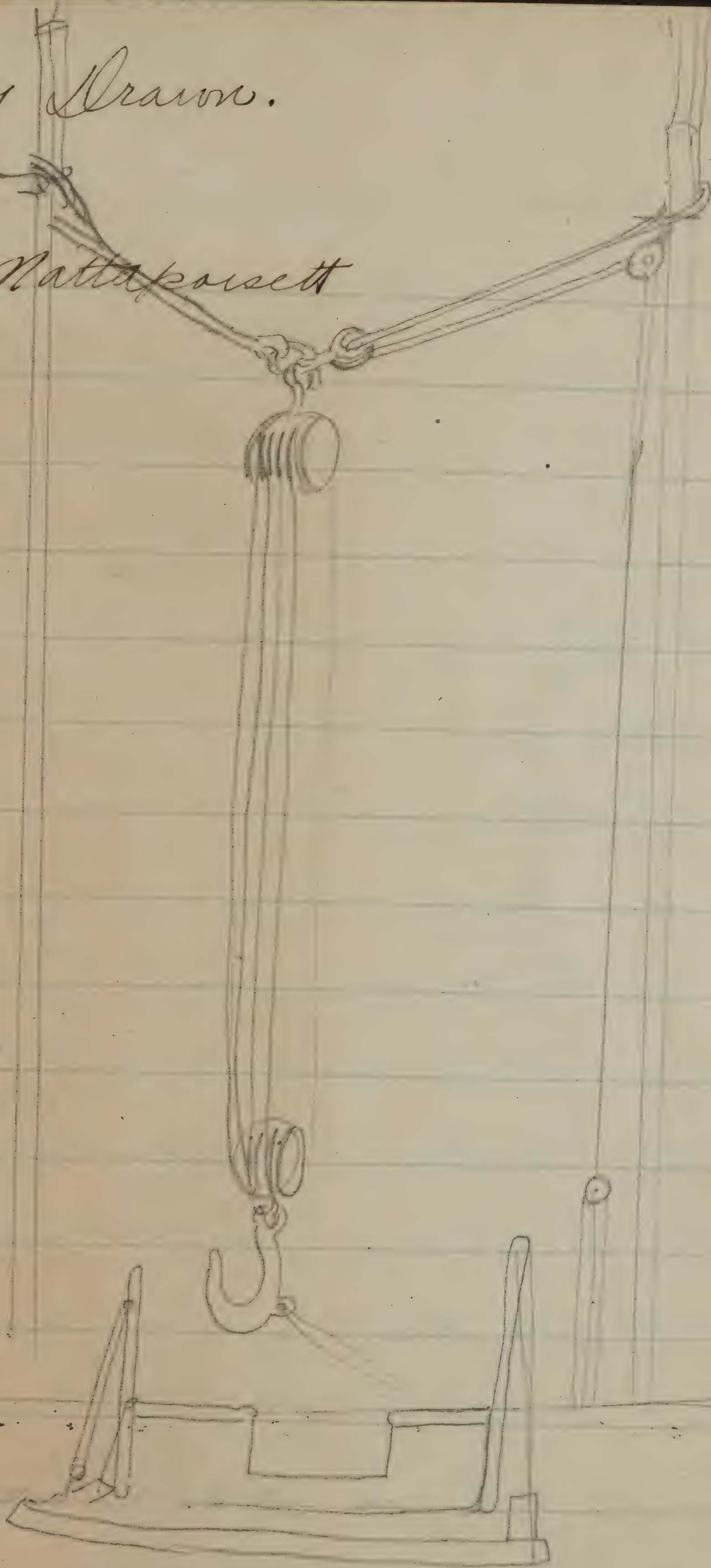
Money Drawn.

June 22 - Mattapoisett

June 26

\$ 5.00

\$ 5.00



Addresses.

John Frazier
Provincetown

Clayt & Antoine - Weehawung P. I.

Stella - 831 Elm St. Woonsocket, P. I.

May. 28 School St. Rockport, Mass.

Connolly. 50 Stewart St. Prov. Gaspee 2035-

H. L. Hassell 150 Fourth St. Prov.

Fudge. 187 Halsey St. Brooklyn.

F. G. Gifford 29 millbrook St. Worcester, Mass.

Winston Stadig: Pontiac, P. I. Greenwood 296 y.

Miss Davis: 56 Presidents Lane. Quincy Mass.

Howard Smith: Fenway Studio Ipswich St. Boston

George Love: 270 Boylston St. Boston.

Miss Eliza Gardner: 2139 Broad St. Edgewood.

Miss M. Woodward

Grace: 437 Ovington Ave.

U. C. Vincent, Plumber Edgartown, Martha's Vineyard

G. M. Hurd 18 Luzon Ave. Prov.

Ultana^m Jagger. Capt. Fred Smith

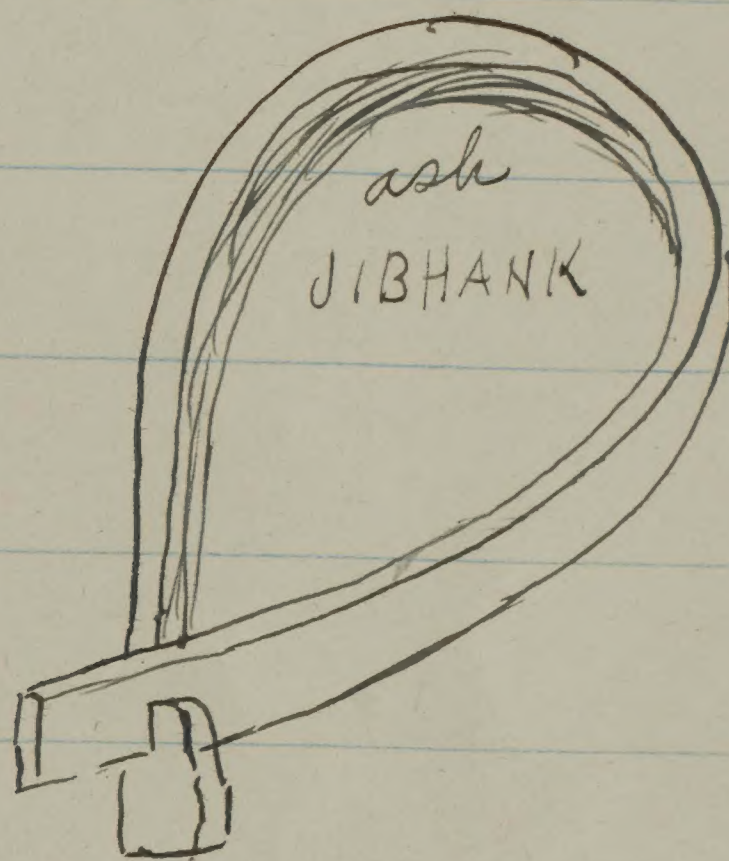
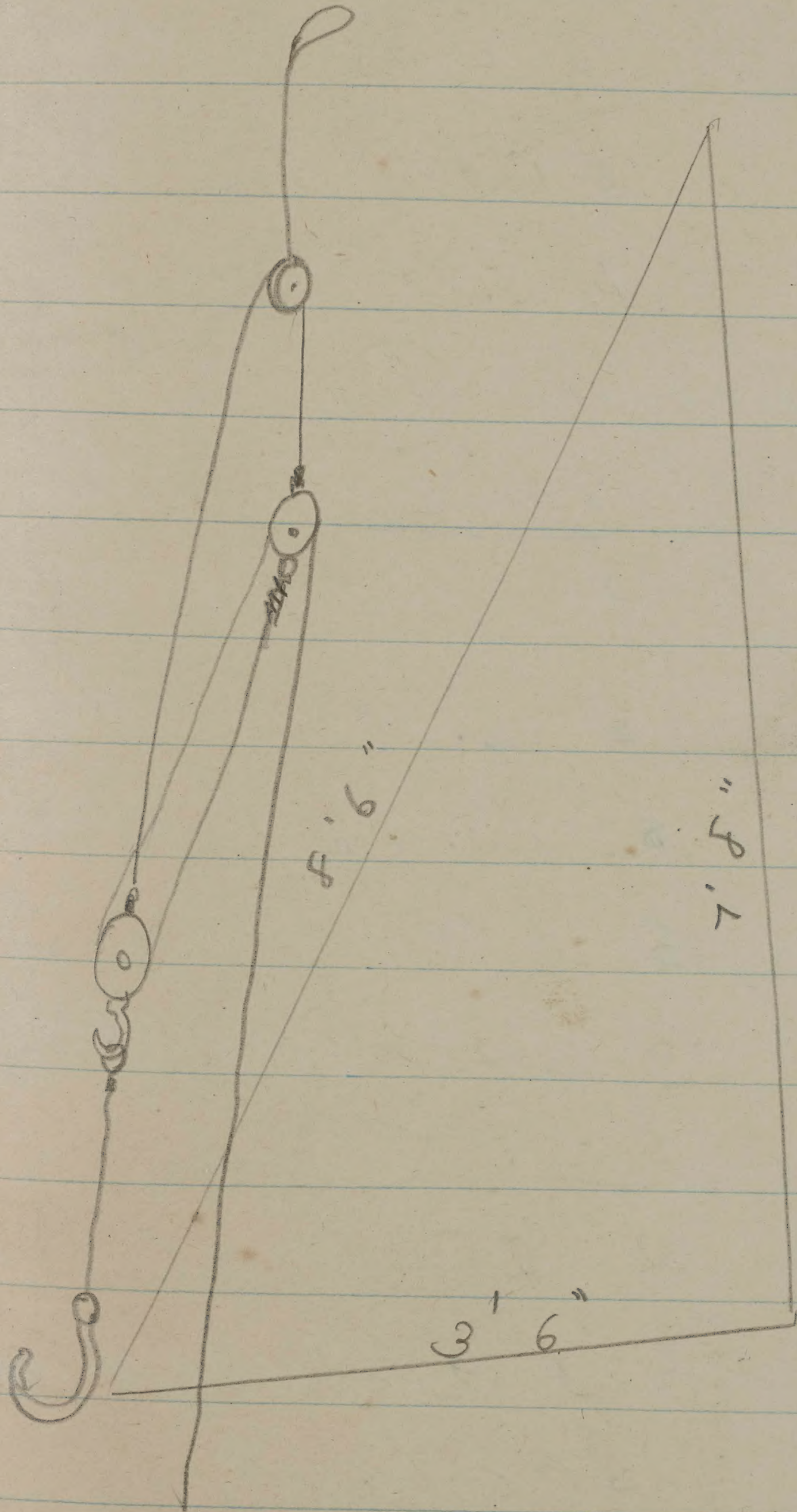
Arthur Leonard % Jean Perry, Nantucket. Beret J.

Dexter Kelley, 990 Shirley St. Winthrop, Mass.

C How.

1 can Tomatoes
1 " spaghetti
1 bottle olives

Miss M. M. Woodward 36 Belvedere Bldg N. Prov.



Money drawn.

Sat. Sept 15	\$ 5.00
Wed. Sept. 19	2.00
	<u>1.00</u>
	23.

Sat. June 30 1923.	\$ 5.00	
Tues. July 3, 1923	\$ 3.00	
Fri July 13, 1923.	\$ 15.00	
Wed. July 18 1923	\$ 5.00	
Tues July 24 1923	\$ 10.00	paid up
Thurs. July 26 1923	\$ 10.00	for July.
	<u>\$ 50.00</u>	

Sun. July 29 1923	Home.	\$ 2.00
Fri. Aug 3, 1923.		\$ 10.00
Tues. Aug 7 1923.		\$ 10.00
Wed. 15 1923		\$ 2.00
Fri. 17 1923		\$ 1.00
		<u>\$ 25.00</u>

Sat. Aug 18	\$ 2.00
Tues. Aug 21	\$ 5.00
Tues. Aug. 28	<u>\$ 21.00</u>
Sat. Sept. 1	\$ 2.00
Tues. Sept. 4.	\$ 2.00
Tues. Sept. "	\$ 11.00

Butter 65

milk 11

56

milk 20

Bread 10

Fruit 40

70

Bread 20

80

Sunday in Massachusetts

Spaghetti 10

Tomatoes 11

olives 14

C. Soup 35

peaches 34

69

NBWM 1422 (vd. 1)

